



Florida Transportation Plan *Shaping Florida's Future*

Presented to
*Federal Highway Administration/
Michigan Department of Transportation
State Long Range Plan Peer Exchange*

June 14-15, 2005

Today's Presentation

- ◆ 2020 Florida Transportation Plan:
Bringing Florida Together
- ◆ Florida's Strategic Intermodal System:
Redefining Roles and Responsibilities
- ◆ 2025 Florida Transportation Plan:
Moving Together
- ◆ For More Information:
Key Web Sites

History of the Florida Transportation Plan

- ◆ 1986: First FTP Adopted – *Agency-wide Involvement*
- ◆ 1991: Required by Federal Law
- ◆ 1995: 2020 FTP Adopted – *Public & MPO Outreach*
- ◆ 2000: 2020 FTP Updated – *Partner Involvement*
- ◆ 01-05: Strategic Intermodal System – *New Relationships*
- ◆ 2005: 2025 FTP to be Adopted – *Working Together*

What is the Florida Transportation Plan?

- ◆ Policy Framework for the Expenditure of State, Federal and Other Transportation Funds
- ◆ Statewide in Scope, Not Just for FDOT
- ◆ Guides Program Funding Allocation Decisions for Over \$100 Billion in Funding
- ◆ Defines the Roles and Responsibilities of the Various Entities That Implement These Decisions

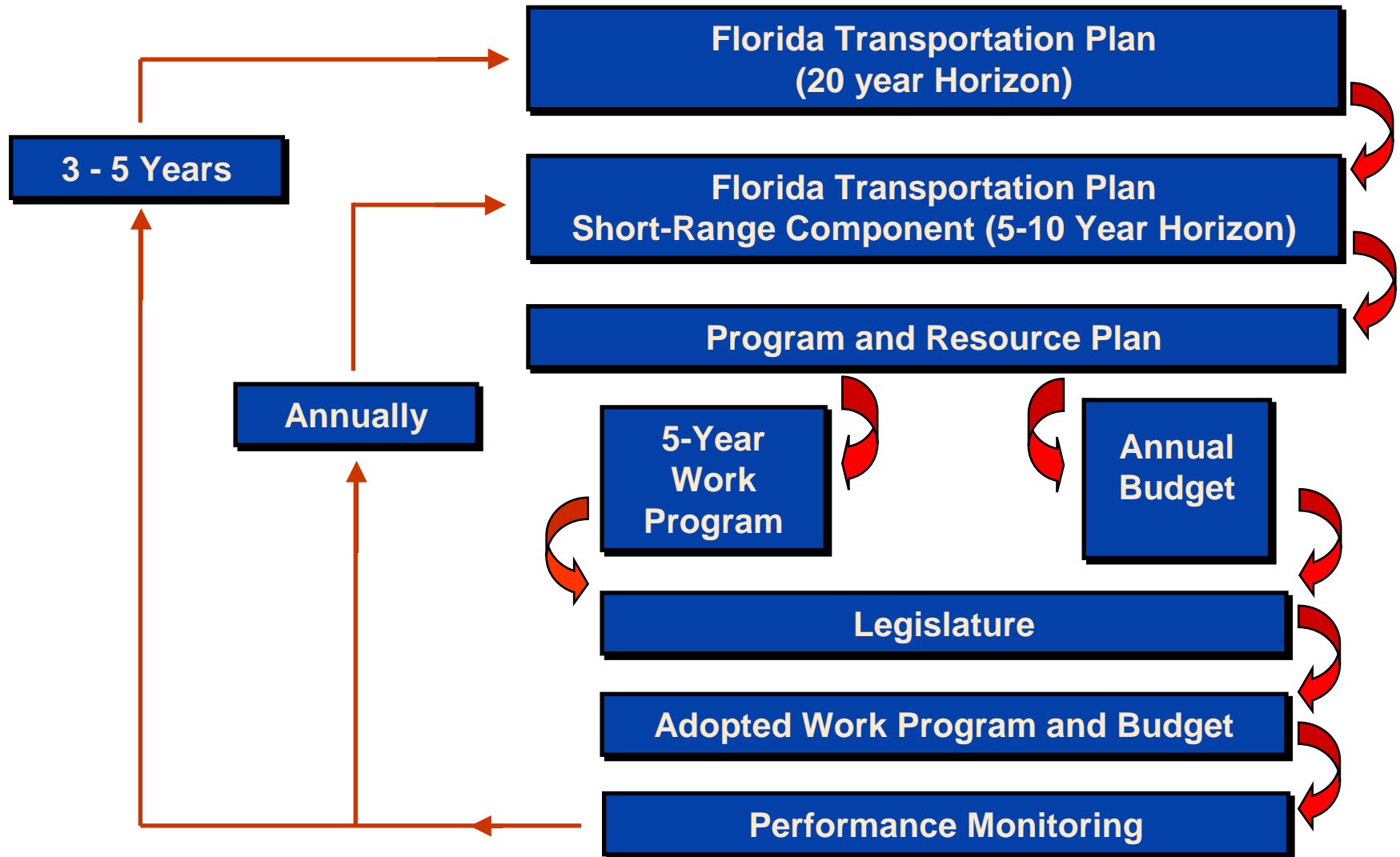
Federal Requirements

- ◆ Develop long range transportation plan:
 - At least a 20 year planning horizon
 - May include financial plan
 - Developed with officials from metropolitan areas, non-metropolitan areas, and Indian tribal areas
 - Participation by interested parties (e.g., citizen, public agencies, transportation providers)

State Requirements

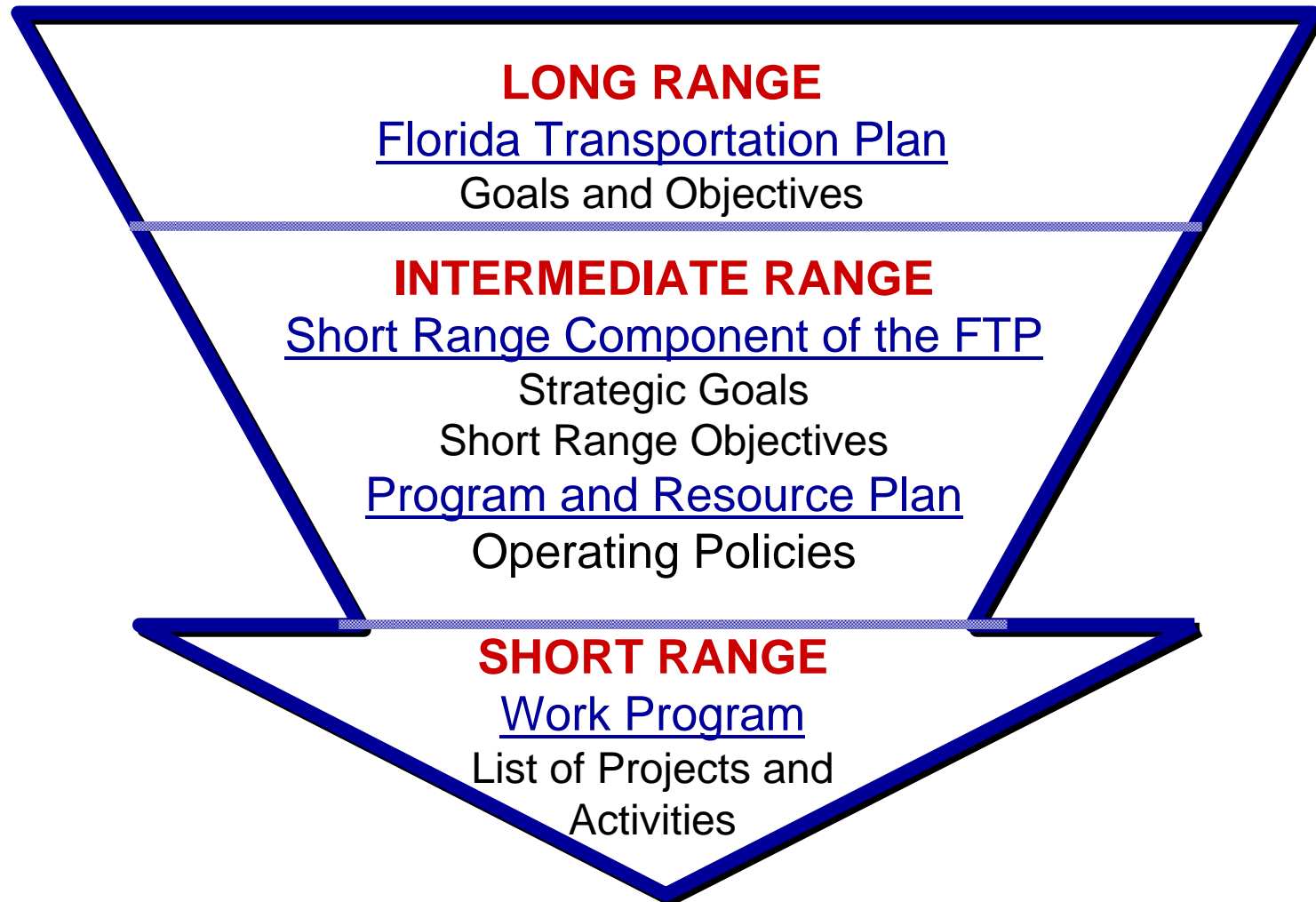
- ◆ Establish long range transportation goals and objectives within the context of:
 - State Comprehensive Plan
 - Prevailing principles of preservation, economic competitiveness, and travel choices
- ◆ Consider needs of entire state transportation system and all modes
- ◆ Designed to be easily read and understood by public (glossary)
- ◆ Update at least once every five years

Policy Framework for Investment Decisions

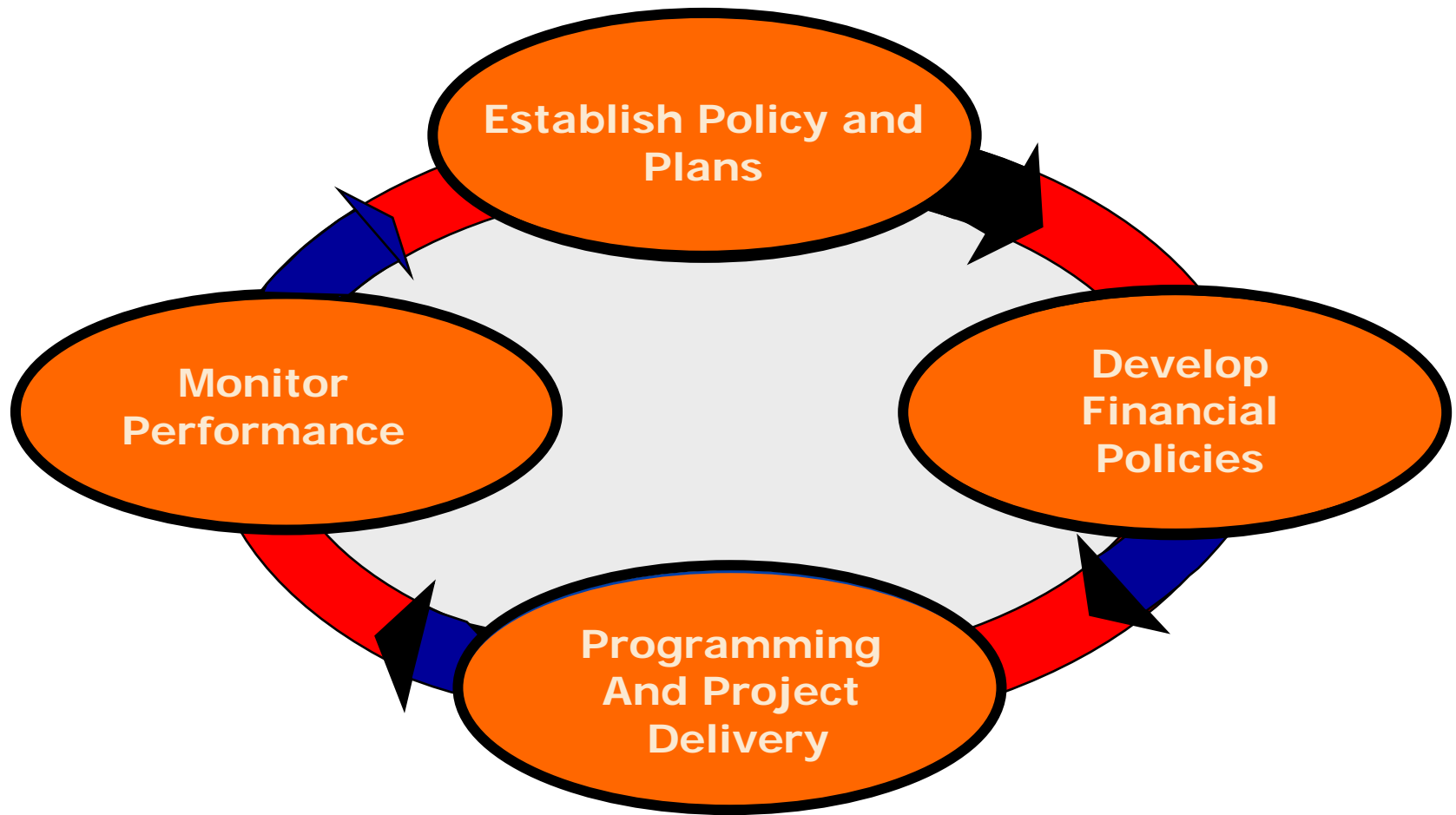


Linkage: Goals to Program Funding

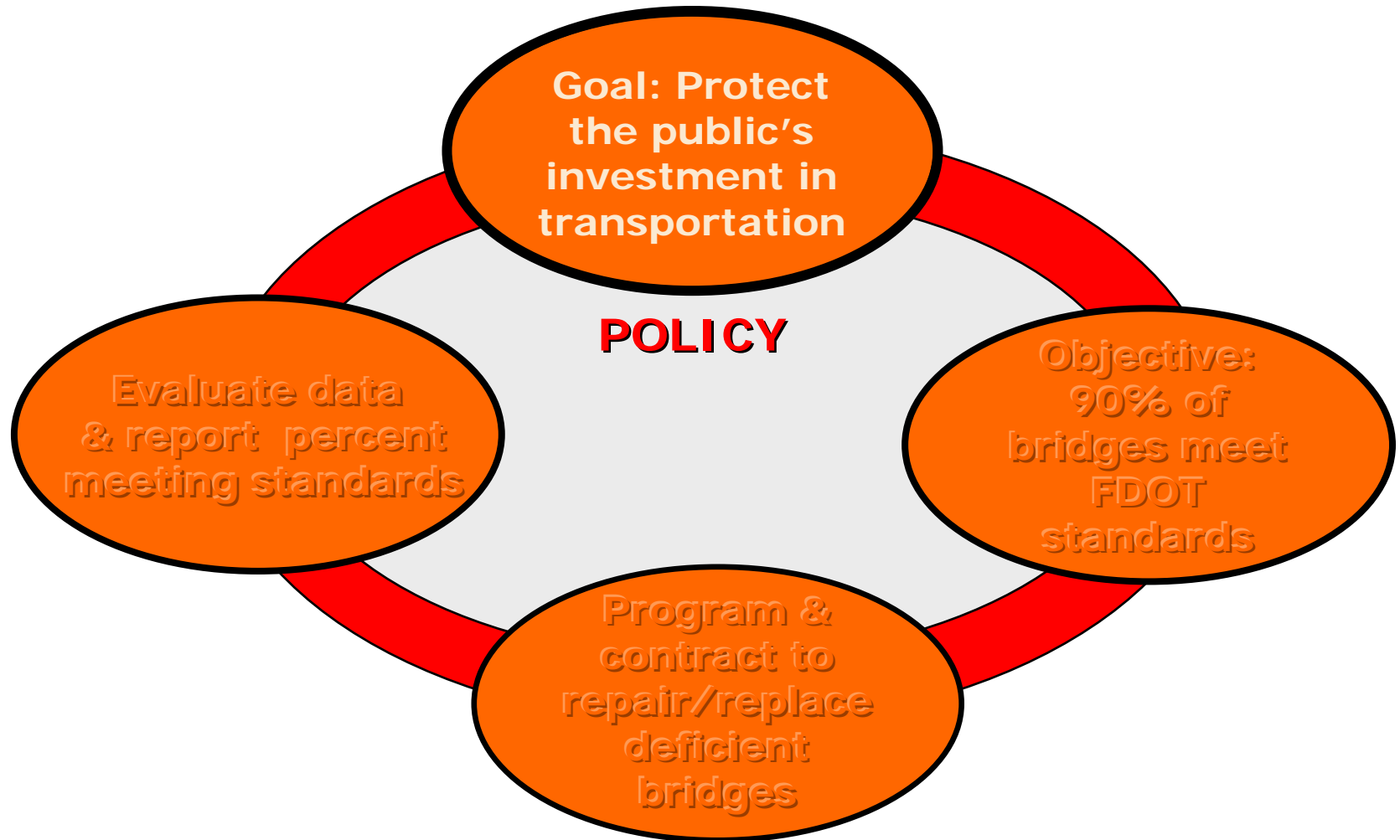
**Funding Directed by Policy and Program Objectives Identified
in Law and FDOT Plans**



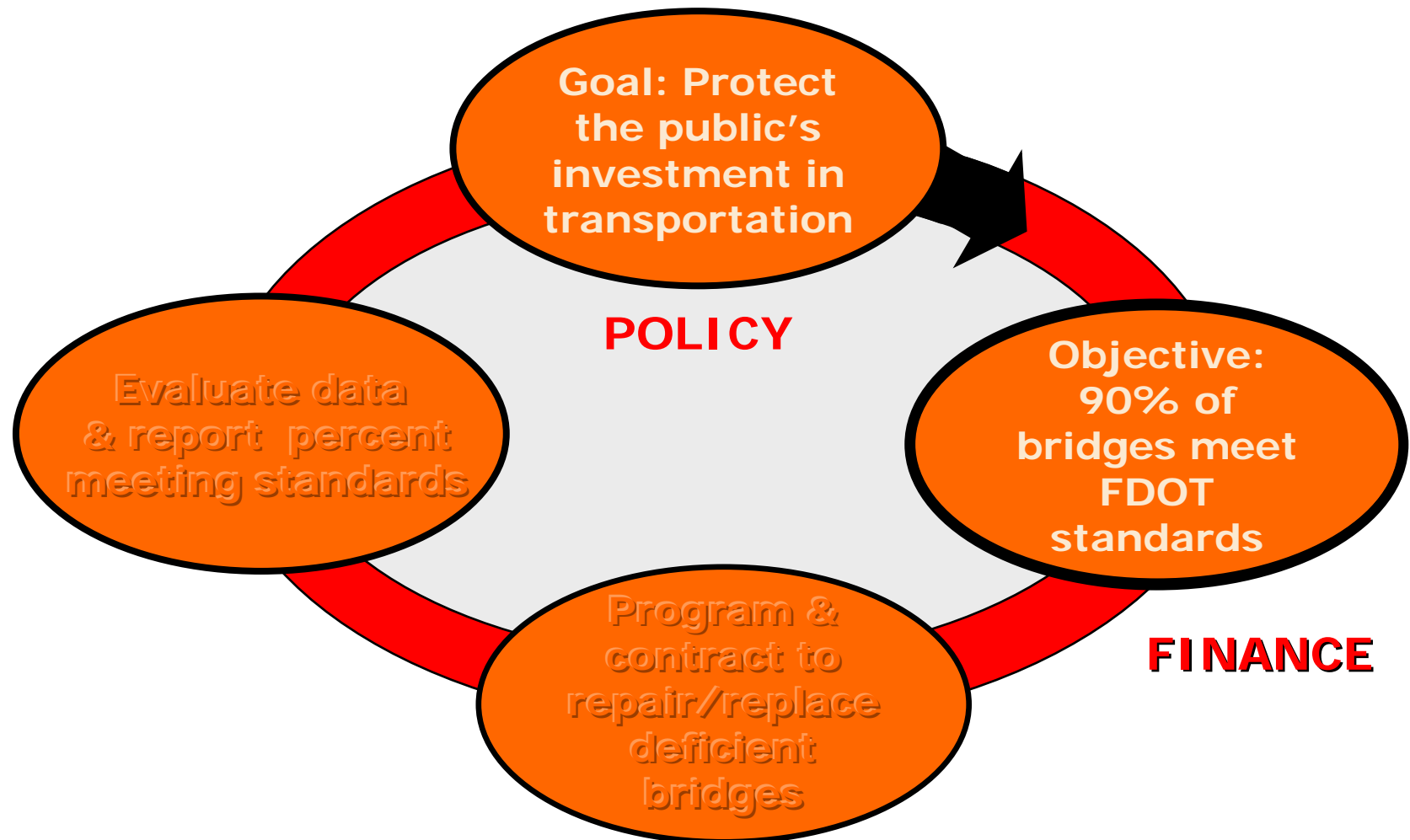
A Continuous Cycle



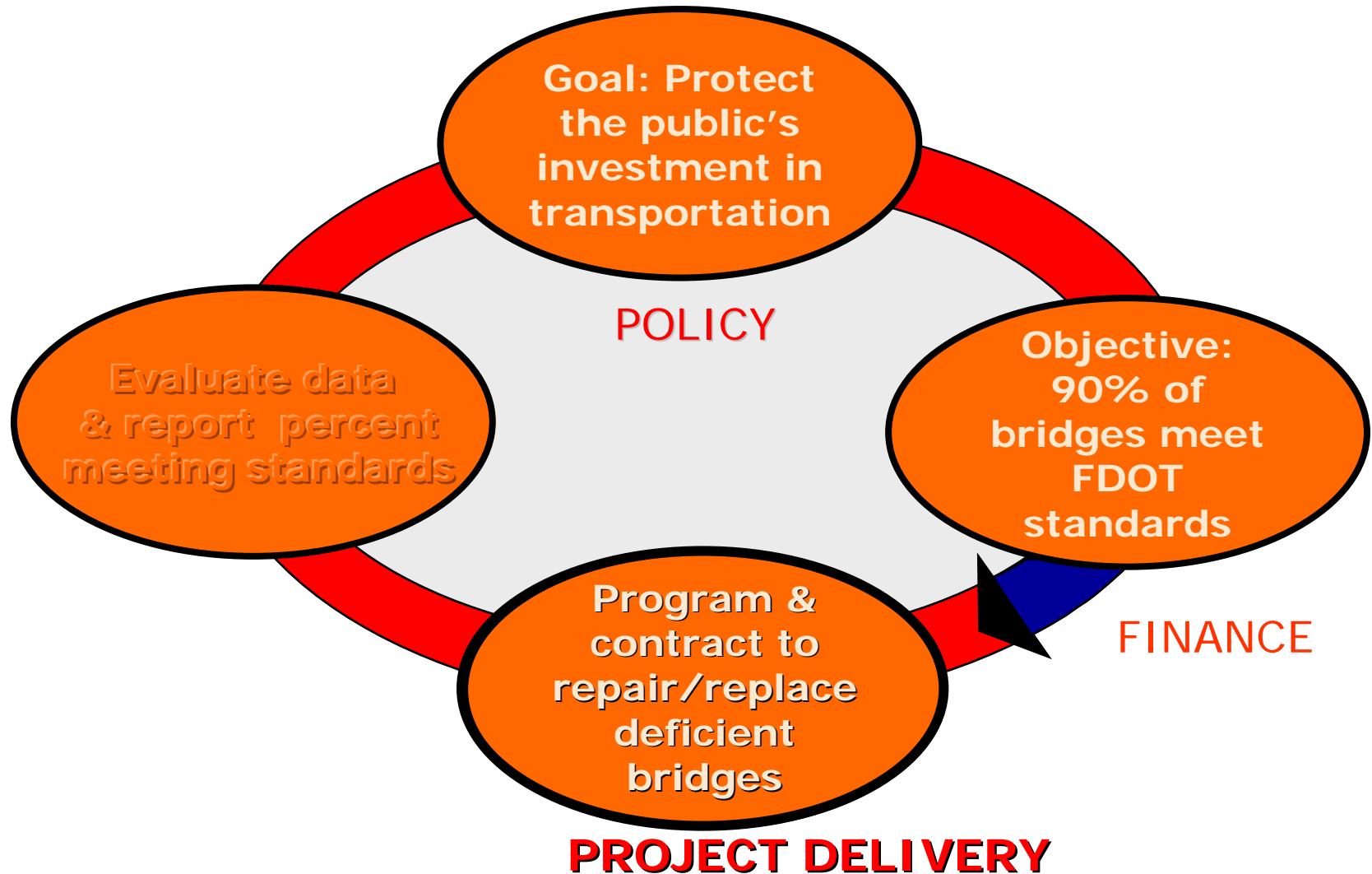
Bridge Program Example



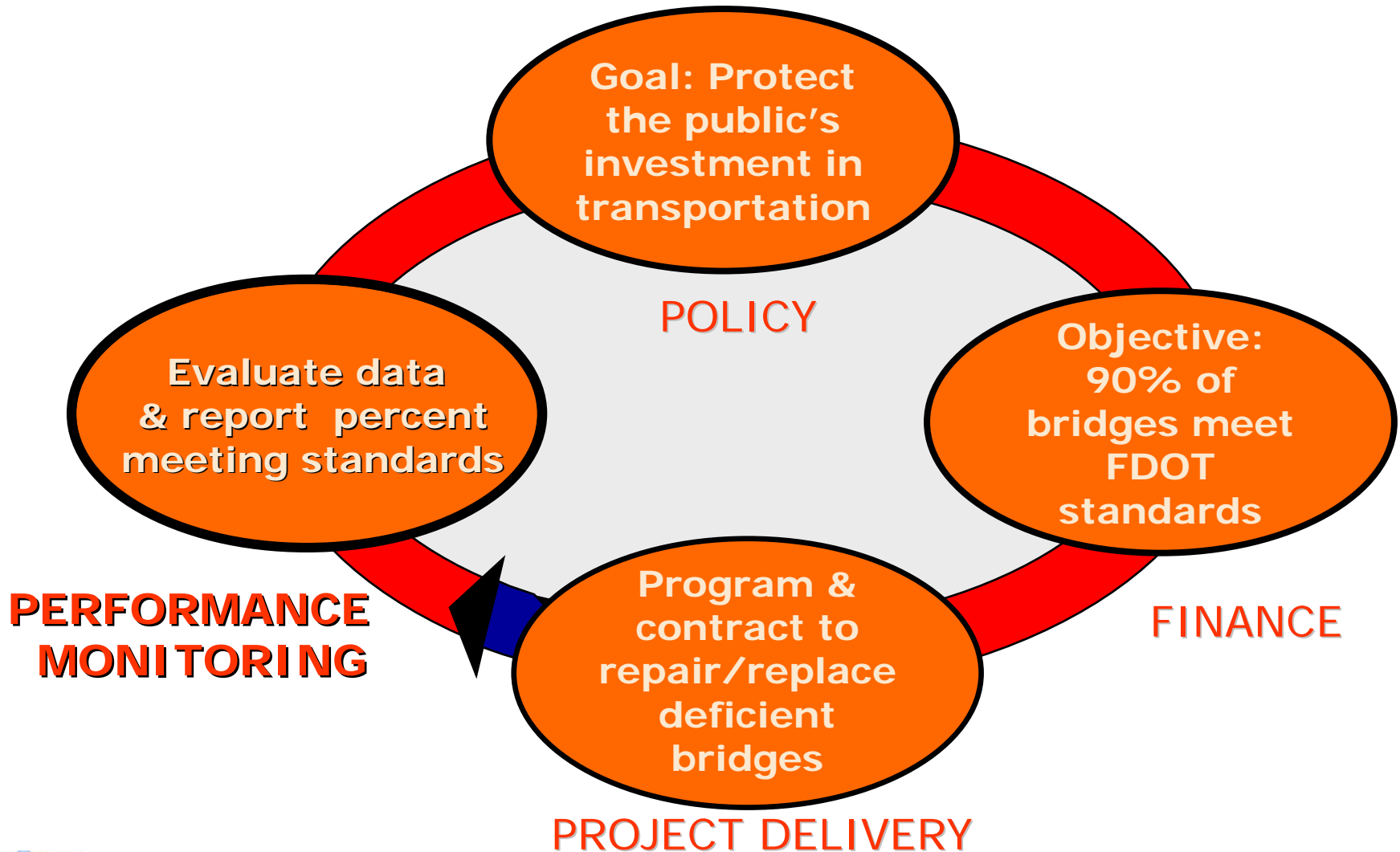
Bridge Program Example



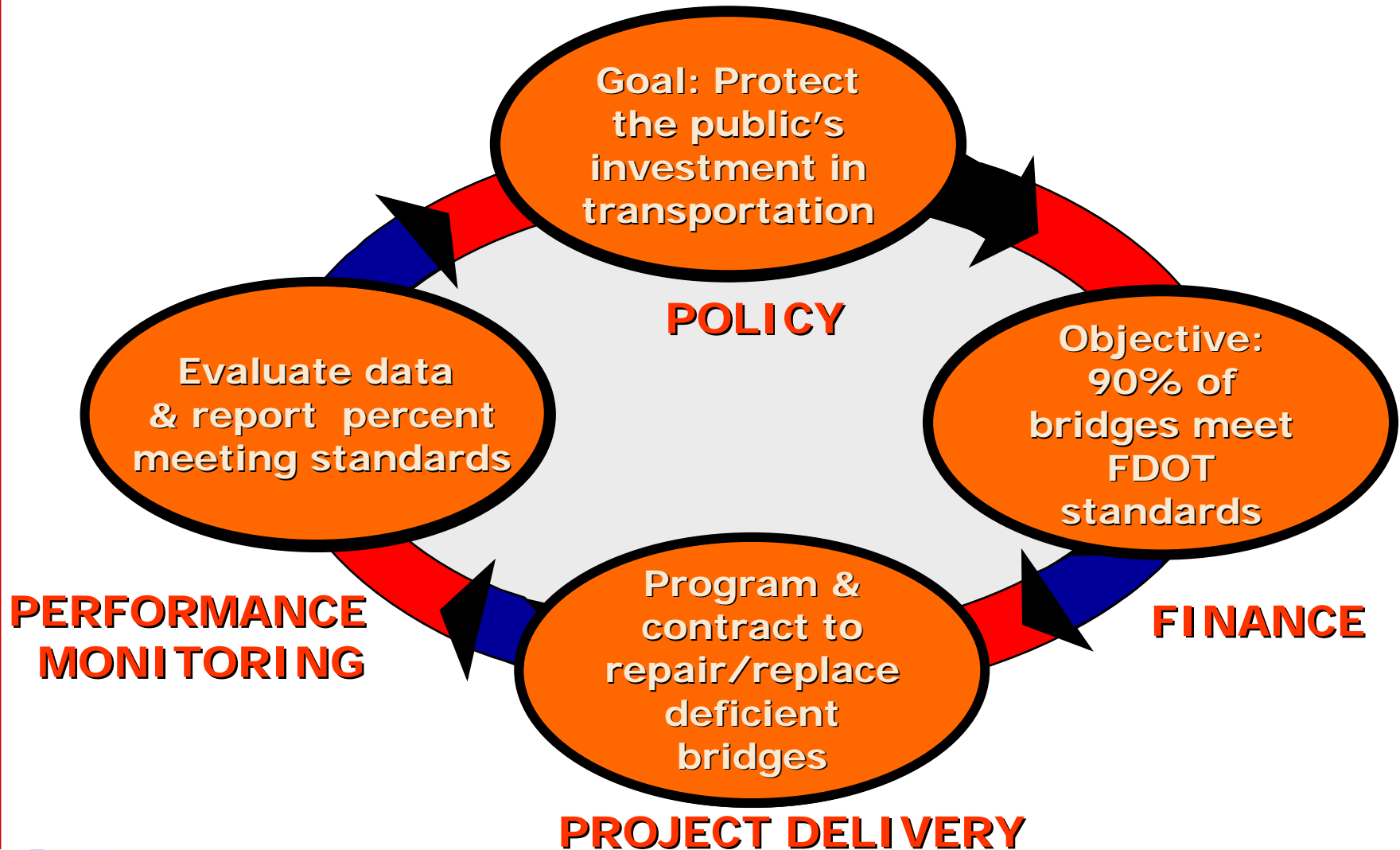
Bridge Program Example



Bridge Program Example



Bridge Program Example



Current 2020 FTP

- ◆ Goal: Safe transportation for residents, visitors and commerce
 - Reduce rate of motor vehicle, bicycle and pedestrian fatalities
 - Improve safety of:
 - Highway-railroad crossings
 - Commercial vehicle operations
 - Seaport, rail and public airport facilities
 - Services, vehicles and facilities for transit and for transportation disadvantaged
 - Minimize response time to crashes/incidents
 - Implement hurricane response and evacuation plans

Current 2020 FTP

- ◆ Goal: Preservation and management of Florida's transportation system
 - Adequately maintain the transportation system
 - Increase the efficiency of the transportation system using appropriate technologies
 - Reduce number of commercial vehicles illegally exceeding weight limits
 - Manage access on Florida's public roads
 - Improve incident management

Current 2020 FTP

- ◆ Goal: A transportation system that enhances Florida's economic competitiveness
 - *Establish, construct and manage Florida's Strategic Intermodal System (SIS)*
 - Provide smooth/efficient transfer for passengers and freight among various SIS modes
 - Reduce delay for people and goods movement through increased system efficiency and multimodal capacity

Current 2020 FTP

- ◆ Goal: A transportation system that enhances quality of life in Florida
 - Design transportation system to:
 - Support communities' vision
 - Accommodate pedestrian, bicycle, transit features
 - Sustains human and natural environments
 - Increase use of alternatives to single occupancy vehicles
 - Enhance and improve the availability of transportation services to the transportation disadvantaged
 - Ensure transportation decision-making process is accessible and fair

Today's Presentation

- ◆ 2020 Florida Transportation Plan:
Bringing Florida Together
- ◆ Florida's Strategic Intermodal System:
Redefining Roles and Responsibilities
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To enhance Florida's economic competitiveness, establish, construct, and manage a Strategic Intermodal System that –

- ◆ Will be composed of corridors, facilities and services of statewide and interregional significance
- ◆ Will include appropriate components of the Florida Intrastate Highway System, seaports, spaceports, airports, rail, transit, paratransit, regional freight distribution facilities, and bicycle and pedestrian accommodations

Updated Plan adopted in December 2000



What our Partners told us the SIS could do –

- Meet growing demand for passenger and freight flows on all modes
- Enhance Florida's economic competitiveness
- Balance future growth with environmental stewardship
- Make strategic choices for using limited resources"



So We Challenged Our Partners to help:

- ◆ Develop new direction by consensus (a Plan)
- ◆ Formally adopt the new direction (a Law)
- ◆ Reallocate resources (an Investment Policy)

Success in 4 Years!

- ◆ 2002 SIS Steering Committee (41 members)
 - Represented wide range of statewide public and private sector interests
 - Recommended SIS criteria and standards
- ◆ 2003 Legislation
 - Created SIS, adopted Steering Committee recommendations as written
 - Required a Strategic Plan
- ◆ 2004 Legislation
 - Made SIS eligible for state transportation funding
 - Established minimum funding requirements
 - Appropriated \$100 million for SIS

Success in 4 Years!

◆ 2005 Strategic Plan

- Identifies designated hubs, corridors and connectors
- Contains implementation guidance
- Establishes financial strategies

◆ 2005 Legislation

- “Closes the Gap” between new development and construction of needed transportation & school facilities
- Requires identification of water needed for new growth
- Sets up a “Pay-as-you-Grow” system to address backlogs and future growth needs
 - \$1.5 billion next year for transportation, water, and school infrastructure needs and \$750 million per year thereafter
 - Allows proportionate-share contributions from developers

Key Success Factors

- ◆ Strong project management team
- ◆ Active top management participation
- ◆ Sufficient consultant resources
- ◆ Constant communications
- ◆ Full public & partner involvement toolbox
- ◆ Open, inclusive and continuous process

Key Public and Partner Involvement Factors

- ◆ Professional facilitation at key points
- ◆ High level of technical expertise at all times
- ◆ Intense networking among partners
- ◆ Maximum use of information technology

Key Tools

- ◆ 41-member Steering Committee of partners
- ◆ Multimodal Team of mid-level managers
- ◆ Maximum use of Live Meeting/teleconference
- ◆ Web site as clearinghouse of all information
- ◆ Proactive outreach presentations & briefings
- ◆ Focused meetings with business & rural

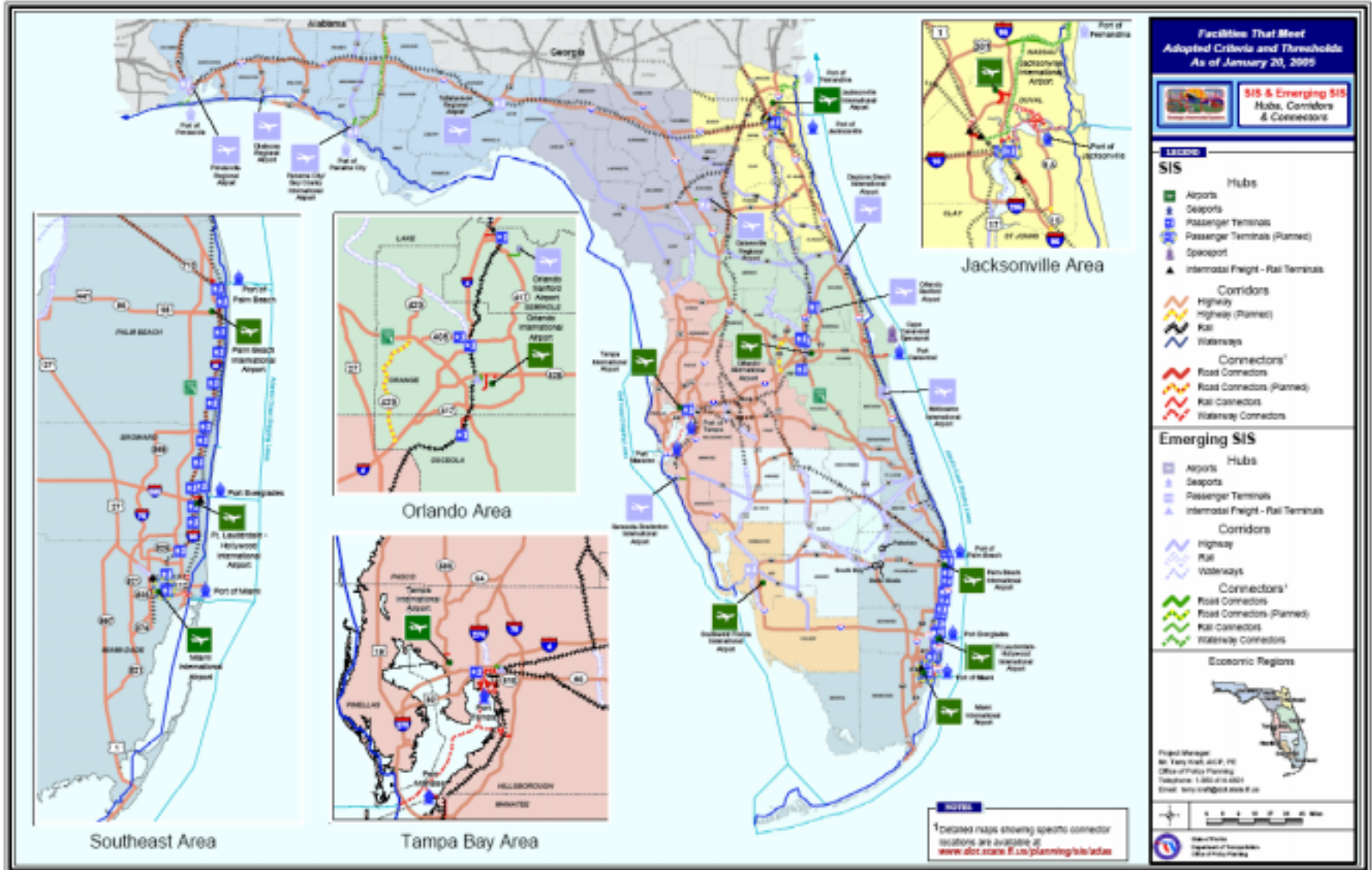
Level of Involvement (2002-2004)

- ◆ Over 70 formal briefings of statewide partners
- ◆ Over 90 formal briefings of other partners
- ◆ Over 40 public workshops; over 1,300 people
- ◆ Received/considered over 3,000 comments
- ◆ Distributed over 10,000 brochures
- ◆ Ongoing coordination list: 39 statewide groups

So what do we have that's so great?

- ◆ A defined statewide system of high-priority transportation hubs, corridors and connectors
- ◆ A foundation for a new way of planning and managing Florida's transportation system
- ◆ An enduring constituency that will work together to address Florida's transportation needs

A Statewide System of High-Priority Facilities



<http://www.dot.state.fl.us/planning/sis/atlas>

... as part of Florida's Entire System.

Florida's Transportation System

SIS and Emerging SIS

- Major commercial service airports
- Major deepwater seaports
- Mainline rail corridors/terminals
- Major waterways and shipping lanes
- Major interstate and interregional highway corridors

Regional

- Other commercial service airports, seaports, and rail terminals
- Regional passenger terminals & transit (commuter rail, light rail, intercity transit)
- Regional emergency evacuation routes
- Other roadway, waterway and rail corridors serving military bases and other major regional economic centers

Local

- General aviation airports
- Smaller ports and marinas
- Smaller freight terminals and distribution centers
- Local passenger terminals & transit
- Local emergency evacuation routes
- Local pedestrian & bicycle networks
- Other roadways, rail lines, waterways

SIS Components

◆ SIS

- Facilities that play a critical role in moving people and goods to and from other nations and states, as well as among economic regions within Florida

◆ Emerging SIS

- Facilities that are of statewide or interregional significance, but do not currently meet the criteria for inclusion in the SIS component

SIS Facility Types

- ◆ Hubs
 - Airports, seaports and other terminals
- ◆ Corridors
 - Highways, rail lines, waterways and other exclusive-use facilities
- ◆ Connectors
 - Highways, rail lines, and waterways that connect hubs to corridors

Objectively designated and revised

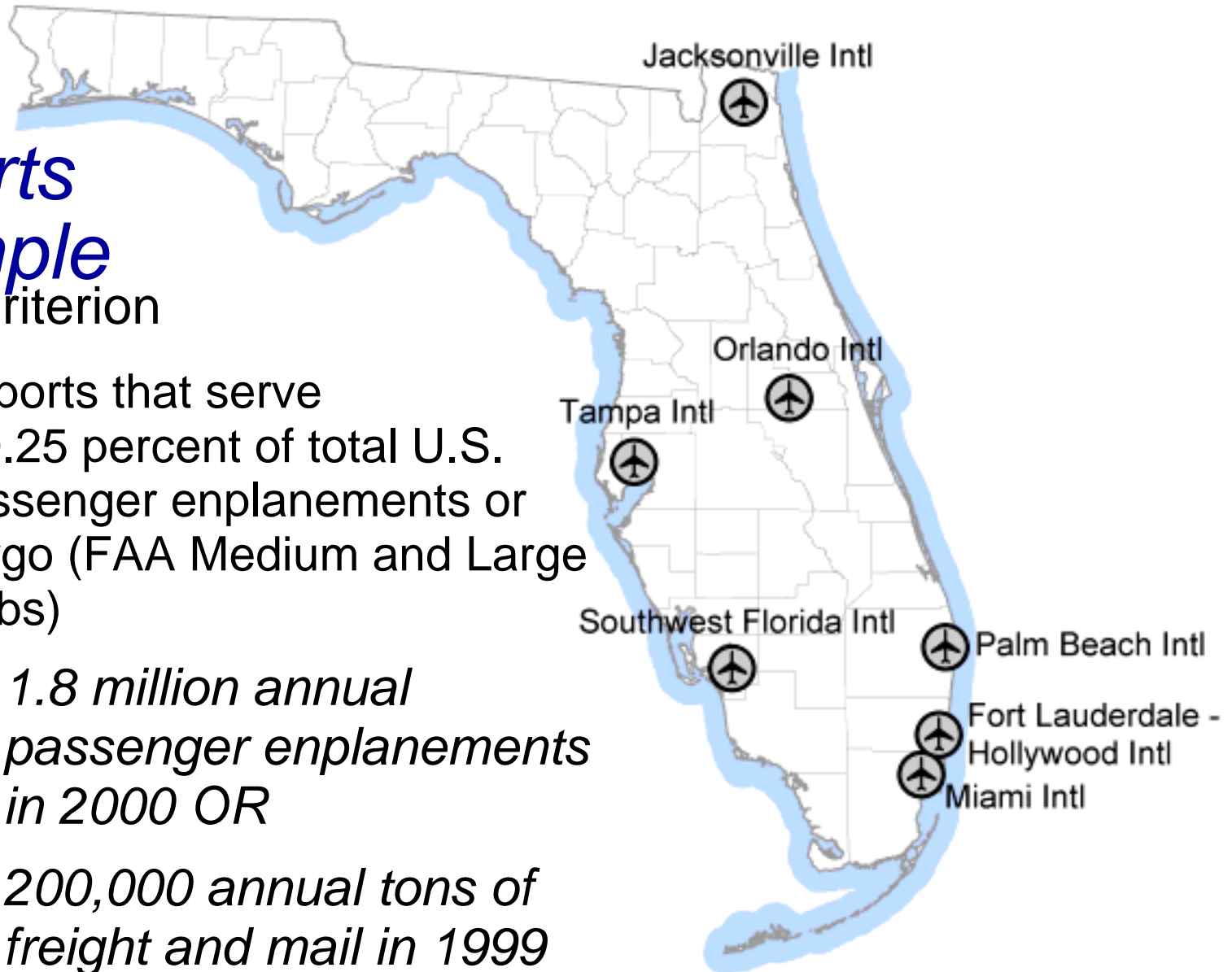
- ◆ Designation criteria and thresholds
 - Quantitative measures of transportation activity
 - Based on national or industry-accepted standards
 - Consideration of economic connectivity
- ◆ Changes in designations
 - Comprehensive policy review at least each 5 years
 - Annual data review
 - “Designation Change” process at any time

SIS Airports Example

◆ SIS Criterion

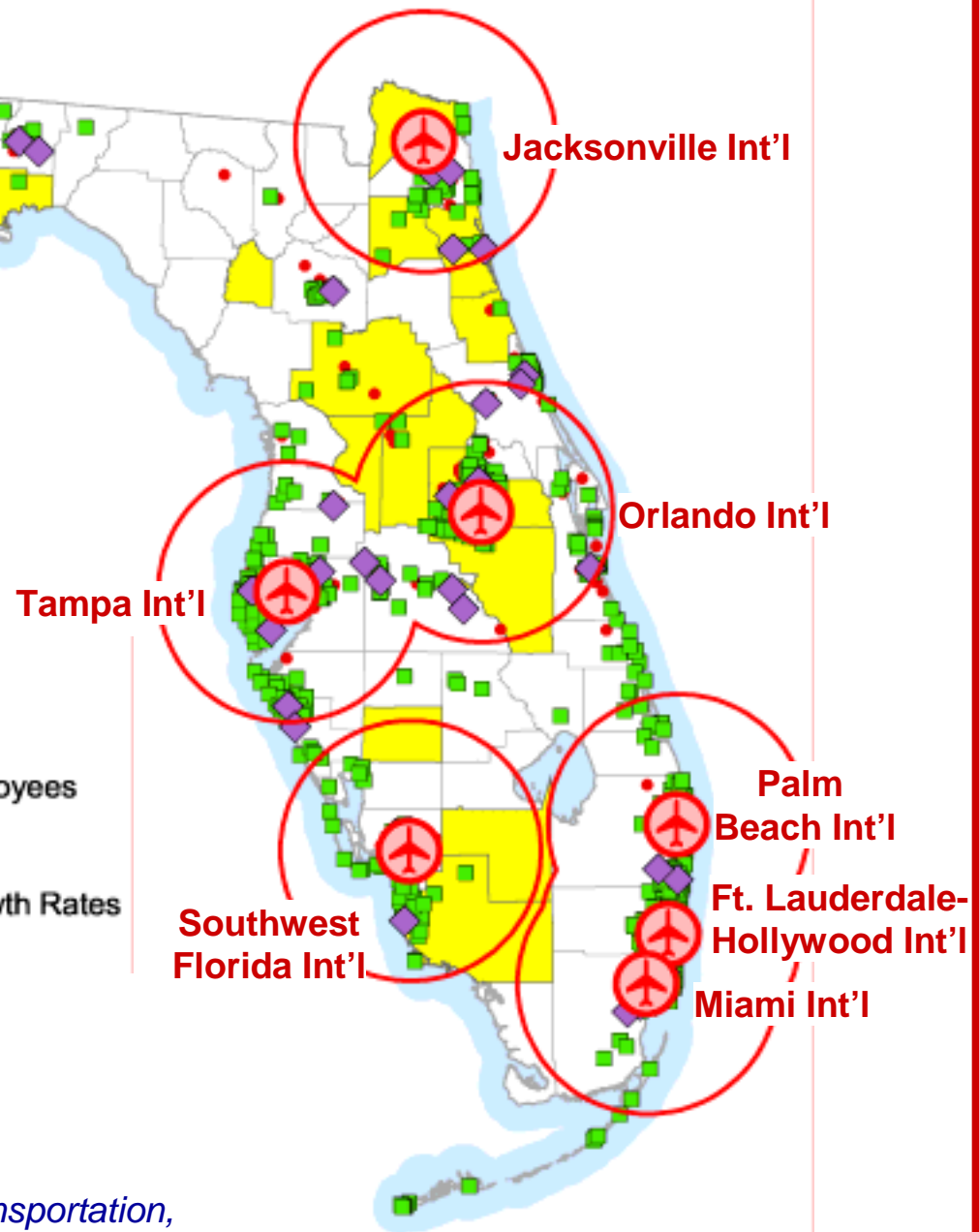
- Airports that serve
> 0.25 percent of total U.S.
passenger enplanements or
cargo (FAA Medium and Large
Hubs)

- *1.8 million annual
passenger enplanements
in 2000 OR*
- *200,000 annual tons of
freight and mail in 1999*

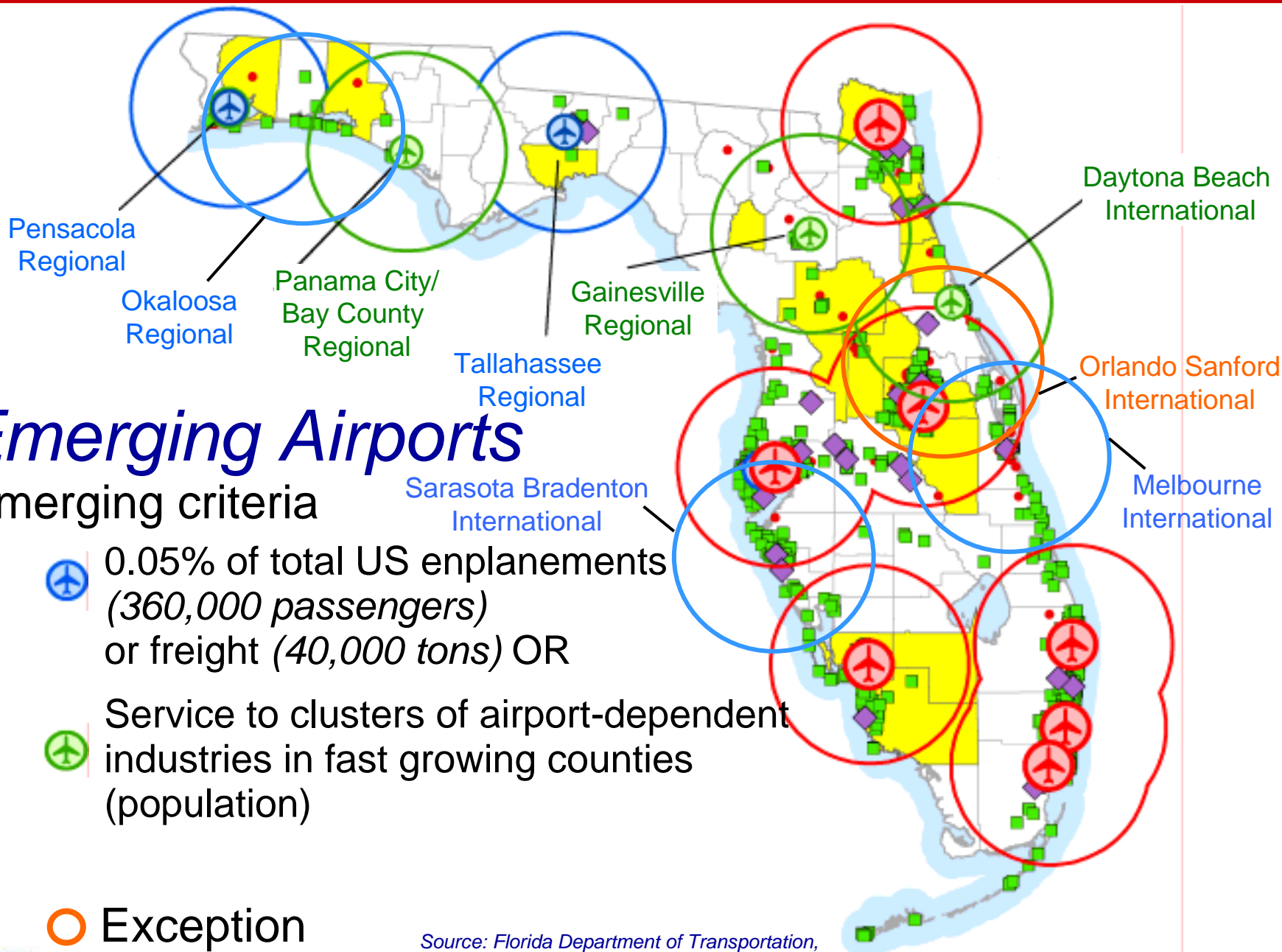


SIS Airports Economic Connectivity Needs

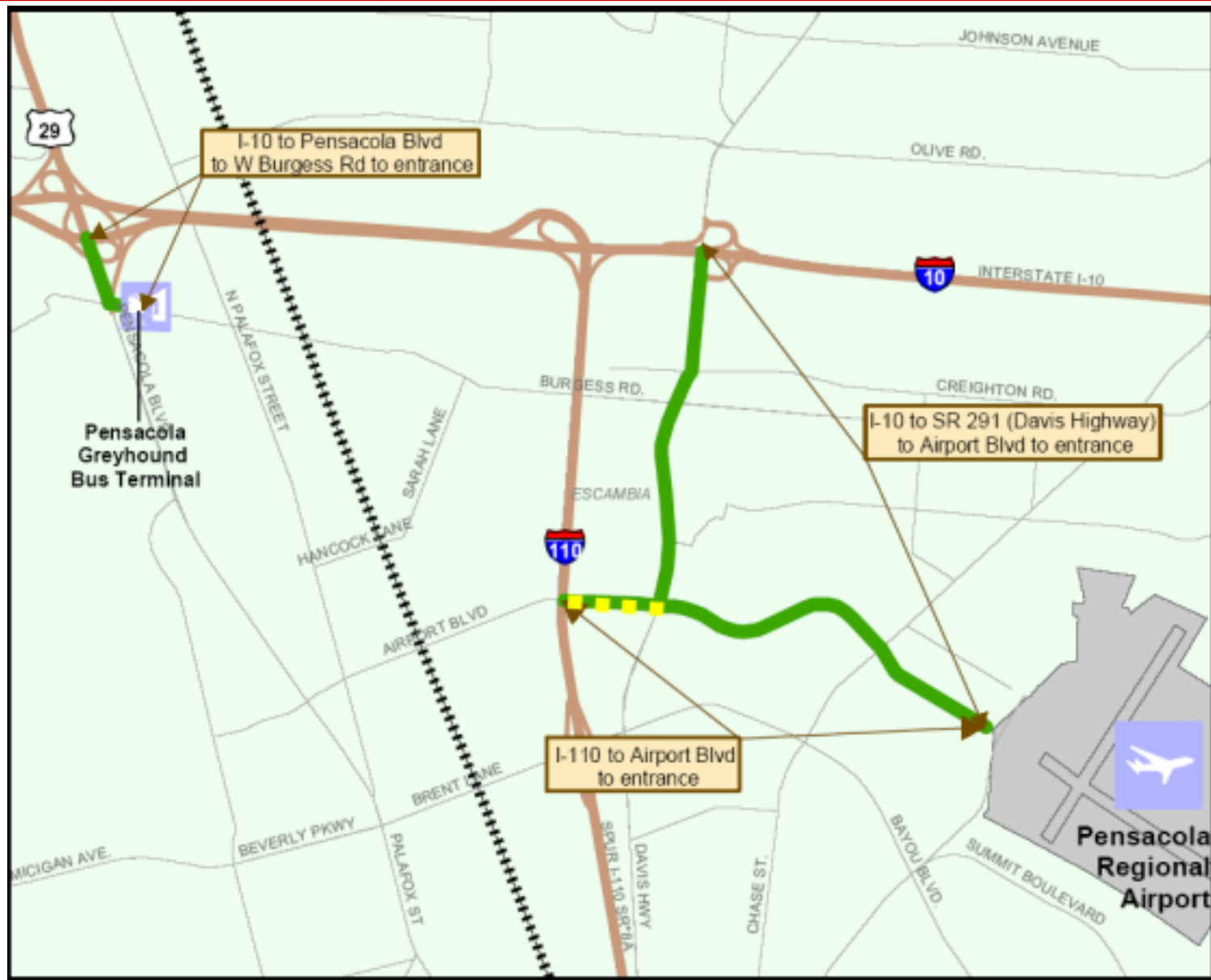
-  SIS Airports
-  50 Mile Radius
-  Four Year Universities
-  Tourism Establishments with >100 Employees
-  High-Tech Firms with >100 Employees
-  Counties With Top 25% Population Growth Rates



Source: Florida Department of Transportation,
Aviation System Plan, 2000; and InfoUSA, 2002.



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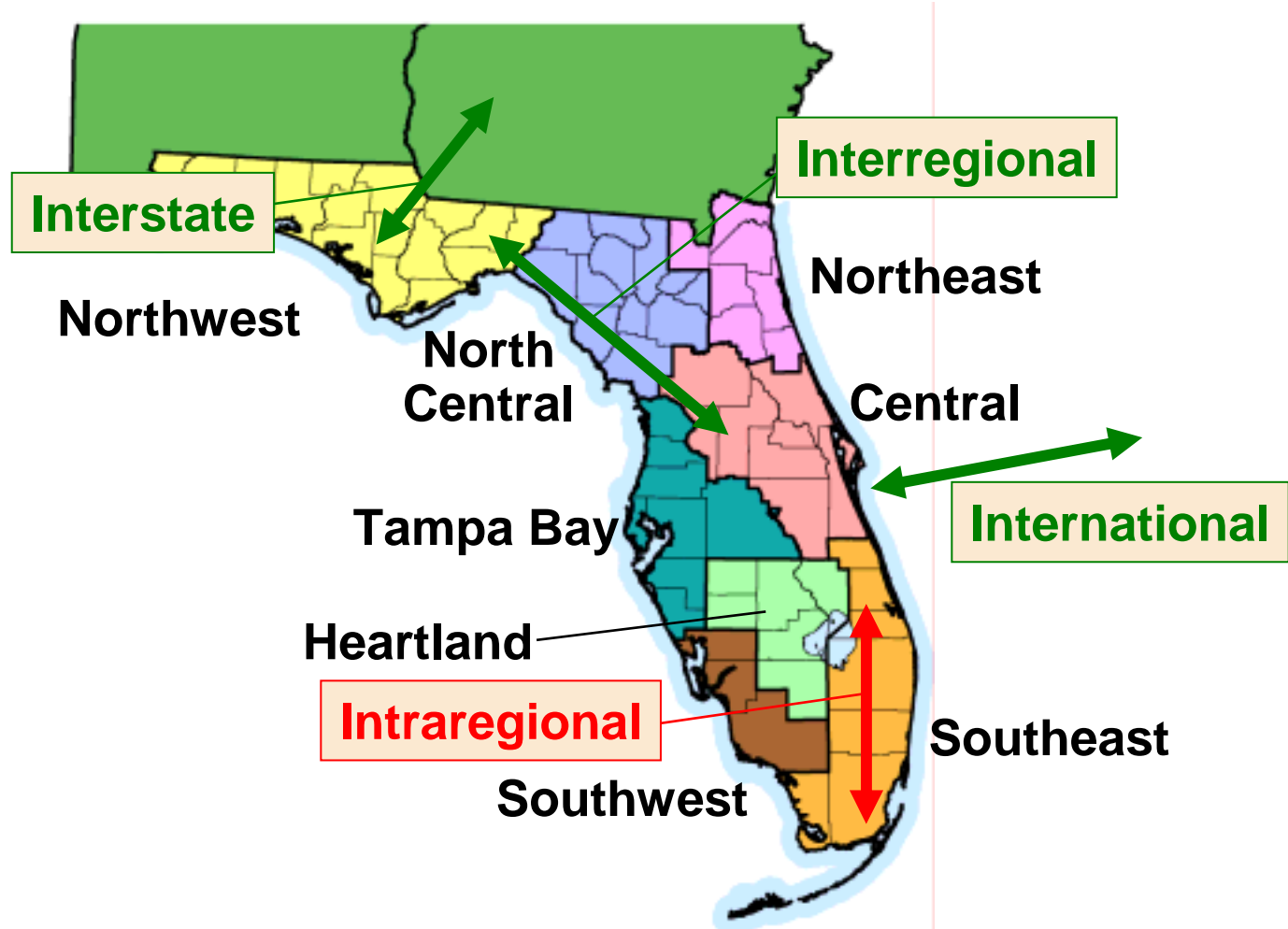
Connectors Example: Pensacola Airport (Emerging SIS)

A New Foundation: A Shift in Perspectives

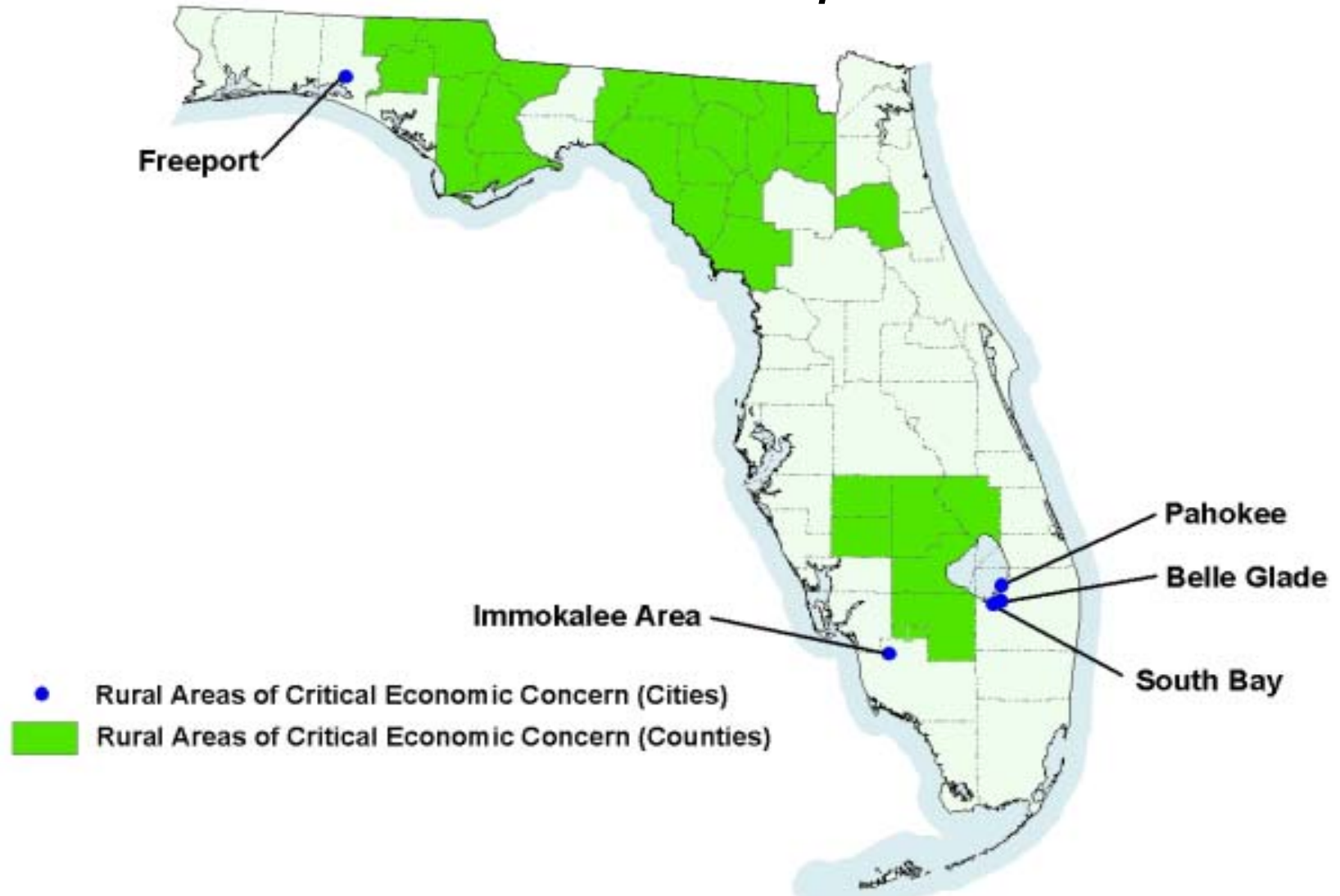
From...	To...
Individual modes and facilities	Complete end-to-end trip
Individual jurisdictions	Economic regions and trade corridors
Facility design standards	User-oriented service standards
Capacity and throughput	Reliability and bottlenecks
Travel time and vehicle operating costs	Business logistics and economic competitiveness
Reacting to economic growth and community and environmental impacts	Proactive planning for economic, community and environmental goals

A New Foundation: Economic Regions

Focused on Interstate and Interregional Travel and Economic Competitiveness (Strategic)



A New Foundation: Rural Emphasis Focused on Economic Development



Source: Office of Trade, Tourism, and Economic Development, Executive Office of the Governor.

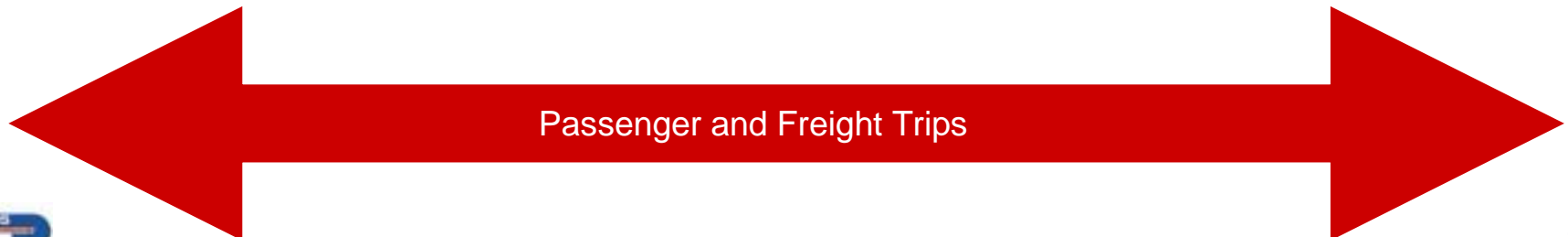
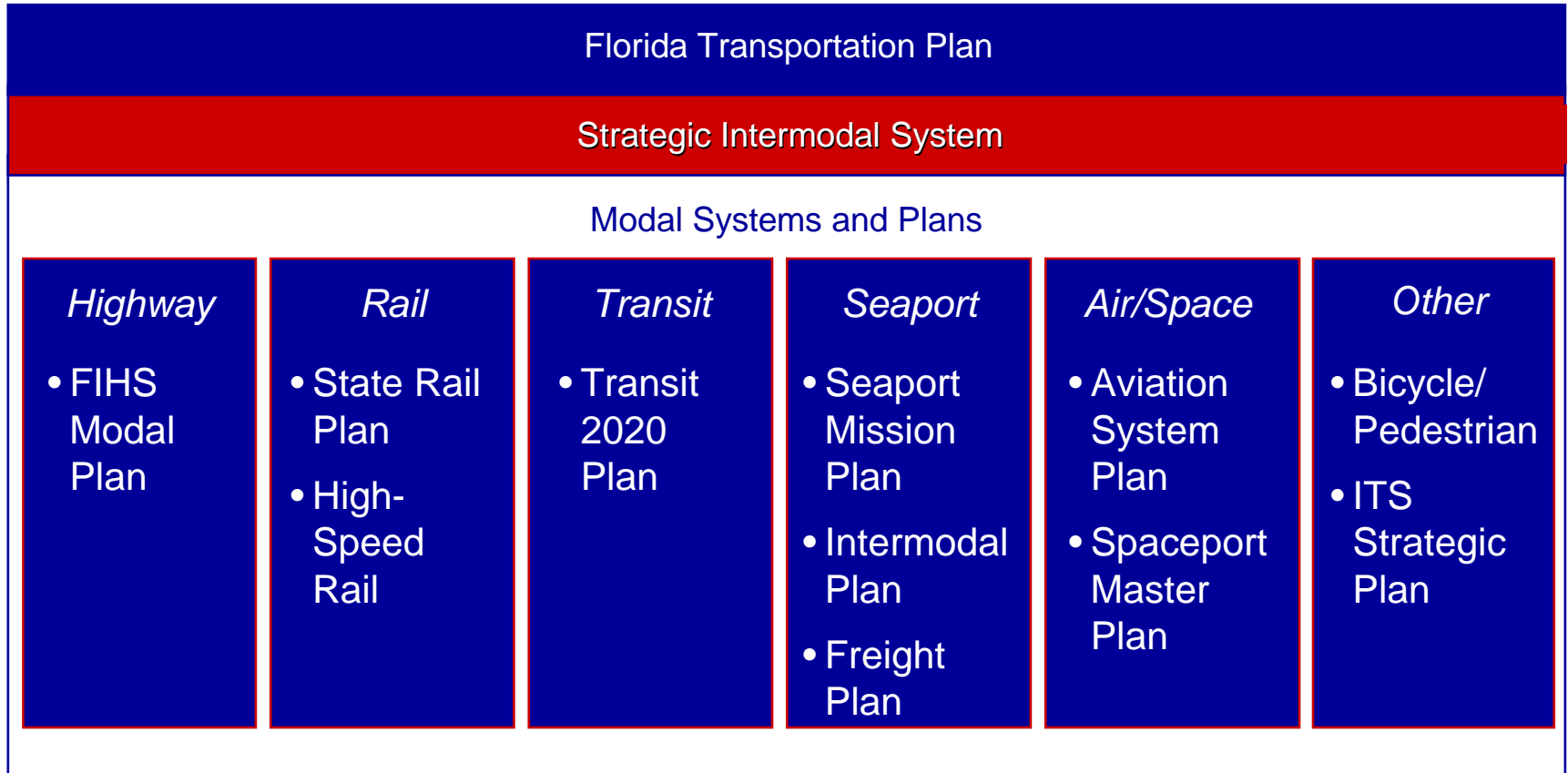
A New Foundation: A Redefinition of roles

Florida's Transportation System			
	<i>SIS and Emerging SIS</i>	<i>Regional</i>	<i>Local</i>
Description	<ul style="list-style-type: none">• Statewide and interregional significance	<ul style="list-style-type: none">• Intraregional significance	<ul style="list-style-type: none">• Local significance
Designated based on...	<ul style="list-style-type: none">• Quantitative passenger and freight activity• Access to economic regions	<ul style="list-style-type: none">• Regional objectives and priorities (transportation activity, access, etc.)	<ul style="list-style-type: none">• All other facilities
Led by...	<ul style="list-style-type: none">• State	<ul style="list-style-type: none">• Regional partners	<ul style="list-style-type: none">• Local partners

A New Foundation: The SIS Planning Framework

	SIS Strategic Plan (FDOT and Partners)		FDOT Work Program
	Needs	Priorities	Projects
2004	Initial needs list and cost estimate; policy guidance	High-level policy guidance	Projects for FY 04/05 funding (connectors); New Tentative Work Program (FY06/10)
2005	Initial SIS Needs Plan	Initial groups of recommended priorities	Refined project selection process for SIS funding
2006-2009	SIS Needs Plan	SIS Cost Feasible Plan with 10- and 20-year components	New multimodal selection process for SIS funding

A New Foundation: Relationship to Statewide Modal Planning



A New Foundation: An Enduring Constituency

Partner	Steering Committee or Multimodal Team Member	TLUED Subcommittee Member	Formal Briefing	Ongoing Coordination
1000 Friends of Florida	■	■	■	■
American Planning Association, Florida Chapter				■
Defenders of Wildlife	■			■
Enterprise Florida, Inc.	■	■	■	■
Executive Office of the Governor, OTTED	■	■	■	■
Florida Airports Council	■		■	■
Florida Association of Counties	■		■	■
Florida Bicycle Association				■
Florida Chamber of Commerce	■		■	■
Florida Council of 100				■
Florida Committee for Regional Cooperation (Urban Land Institute)		■	■	■
Florida Department of Community Affairs	■	■	■	■
Florida Depart. of Environmental Protection	■	■	■	■
Florida Economic Development Council		■	■	■
Florida High Speed Rail Authority	■			■
Florida Inland Navigation District				■
Florida Intermodal Transportation Association			■	■
Florida League of Cities	■	■	■	■
Florida Legislative Committee Chairs/Staff	■		■	■
Florida Ports Council	■	■	■	■
Florida Public Transportation Association	■		■	■
Florida Rail Association	■		■	■
Florida Redevelopment Association		■	■	■
Florida Regional Councils Association	■	■	■	■
Florida Space Authority	■		■	■
Florida Trade and Transport Council	■		■	■
Florida Transportation Builders Association	■			■
Florida Transportation Commission	■	■	■	■
Florida Trucking Association	■		■	■
Floridians for Better Transportation	■		■	■
Intelligent Transportation Society of Florida			■	■
Metropolitan Planning Organization Advisory Council	■	■	■	■
Rails-to-Trails Conservancy, Florida Office		■	■	■
Rural Economic Development Initiative			■	■
Small County Coalition	■	■	■	■
Statewide Intermodal Transportation Advisory Council			■	■
Transportation Authorities of Florida	■		■	■
U.S. Department of Defense				■
U.S. Department of Transportation	■		■	■

What does the future look like?

- ◆ **Strategic** – we are now focused on addressing statewide and regionally significant facilities
- ◆ **Intermodal** – we now address all forms of transportation for moving both people and goods
- ◆ **System** – we now look at an entire, integrated transportation network, not just individual projects
- ◆ **Economy** – we are an important part of Florida's economic competitiveness and economic diversification
- ◆ **Fast** – we can expedite consensus projects
- ◆ **Open** – we proactively provide information
- ◆ **Inclusive** – we seek out the participation of all
- ◆ **Continuous** – we look at how to improve the system '24/7'

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Implications for 2025 FTP: SIS Goals

- ◆ A ***safer*** and more ***secure*** transportation system for residents, businesses and visitors
- ◆ Effective ***preservation*** and efficient ***management*** of Florida's transportation system
- ◆ Increased ***mobility*** for people and freight and efficient ***operations*** of Florida's transportation system
- ◆ Enhanced ***economic competitiveness*** and economic diversification
- ◆ Enriched ***quality of life*** and responsible ***environmental stewardship***

Implications for 2025 FTP: Investment Policy

- ◆ Allocate 75% of flexible capacity funds to the SIS
 - excluding transit funds and federal urban attributable funds to areas over 200,000
 - transition from 62% in 2010 to 75% by 2015 to minimize disruption
- ◆ Increase emphasis on regional transportation needs
- ◆ Continue commitment to preserve and maintain safe State Highway System

Implications for 2025 FTP: Implementation Issues

- ◆ Financing strategies including joint public/private projects
- ◆ Coordination with regionally significant facilities
- ◆ Integration with statewide and regional economic development plans
- ◆ Land use strategy to protect SIS from incompatible development
- ◆ Screening for environmental and community impacts
- ◆ Partner coordination especially with private sector

2025 FTP Schedule/Events

- ◆ FTP Steering Committee
 - Six meetings between January and September 2005
- ◆ Two Statewide Summits
 - February and August 2005
- ◆ Fourteen Regional Forums
 - Throughout May 2005
- ◆ Focus Groups
- ◆ Partner Briefings
 - Continuous during 2005
- ◆ Plan Adoption in December 2005

Locations of Regional Forums

Coverage in all Economic Regions and Rural Areas of Critical Economic Concern:

- ◆ Ft. Lauderdale
- ◆ Gainesville
- ◆ Lake City
- ◆ Miami
- ◆ Pensacola
- ◆ Sebring
- ◆ Tallahassee
- ◆ Ft. Myers
- ◆ Jacksonville
- ◆ Marianna
- ◆ Orlando
- ◆ Sarasota
- ◆ Stuart
- ◆ Tampa

2025 FTP Website

- ◆ Key Website Feature
 - Email subscriptions
 - On-line survey
 - FTP Committees
 - Meeting notices/agendas
 - Meeting presentations/materials
 - Meeting summaries
 - Upcoming events
- ◆ www.ftp2025.com

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Key Website Addresses

- ◆ Agency Overview
http://www.dot.state.fl.us/financialplanning/AGENCY_OVERVIEW.pdf
- ◆ 2020 Florida Transportation Plan
<http://www.dot.state.fl.us/planning/2020ftp/default.htm>
- ◆ Short-Range Component
<http://www.dot.state.fl.us/planning/policy/pdfs/src.pdf>
- ◆ Program & Resource Plan
<http://www.dot.state.fl.us/financialplanning/>
- ◆ Work Program Instructions
http://www.dot.state.fl.us/programdevelopmentoffice/Development/WP_instructions.shtm
- ◆ Annual Performance Report
<http://www.dot.state.fl.us/planning/policy/pdfs/src.pdf>
- ◆ Florida Transportation Commission Performance Measures
<http://www.ftc.state.fl.us/performance%20and%20production%20review%200102.pdf>
- ◆ 2025 Florida Transportation Plan
<http://www.ftp2025.com/>
- ◆ Strategic Intermodal System
<http://www.dot.state.fl.us/planning/sis/>